BookletChart™

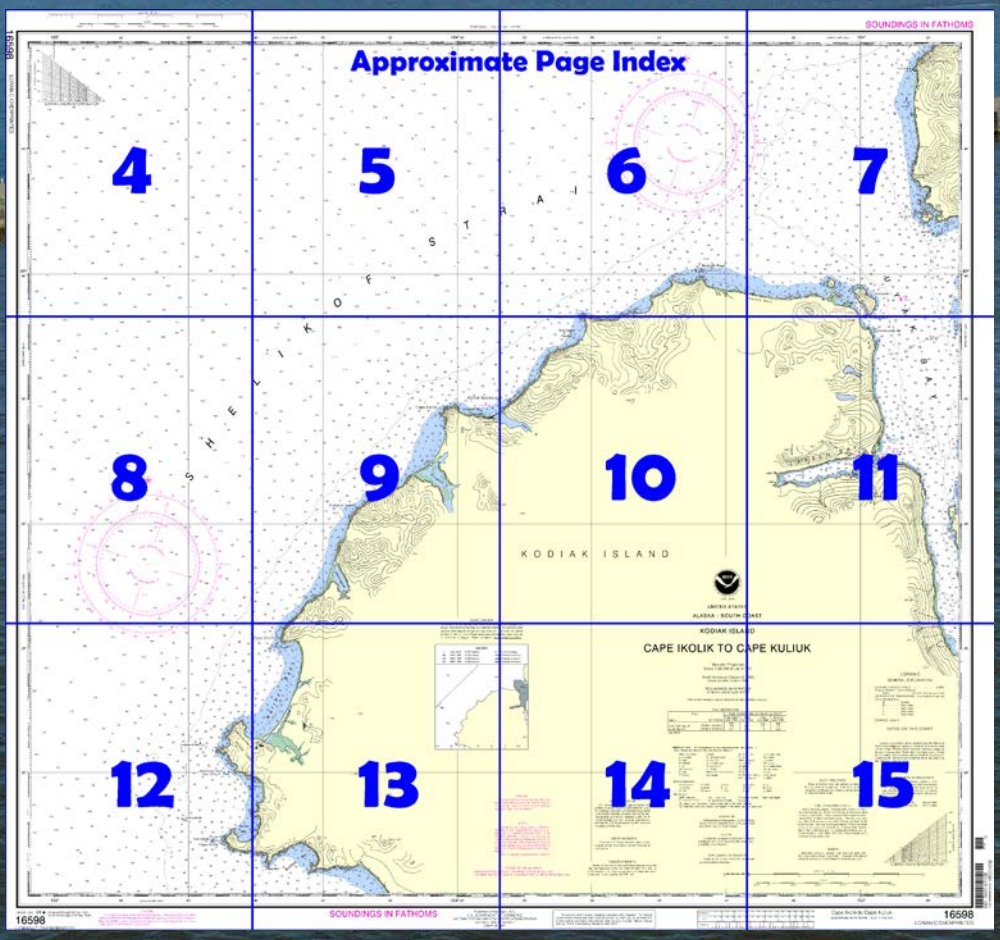
Cape Ikolik to Cape Kuliuk

NOAA Chart 16598

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.

- *Complete, reduced-scale nautical chart*
- *Print at home for free*
- *Convenient size*
- *Up-to-date with Notices to Mariners*
- *Compiled by NOAA's Office of Coast Survey, the nation's chartmaker*



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

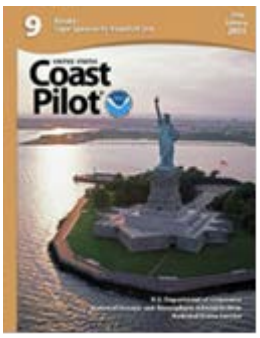
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16598.



(Selected Excerpts from Coast Pilot)
Sevenmile Beach is the long boulder-strewn beach from Bear Island to Rocky Point. It is backed by low cliffs from which a broad grassy valley extends back several miles toward Karluk Lake.
Rocky Point is a double point on the S side of the approach to Uyak Bay. It consists of bold cliffs which rise rapidly to the ridges of which the point is a termination.
Wolcott Reef, a dangerous group of rocks that bare at extreme low water, is 0.3 mile off the E spur of Rocky Point. A channel is between the reef and the point and has a least known depth of 4 fathoms. This channel is used by beach seiners in good weather. A buoy is 0.2 mile W of the reef.
Cape Uyak, on the E side of Shelikof Strait about 4 miles SW from Rocky Point, is a precipitous high headland at the end of a ridge. From the water the slope rises abruptly to 647 feet. There is then a slight fall to a deep notch in the narrow neck back of the cape, from which there is a rise in steep, grassy slopes to higher land.
Northeast Harbor is the bight on the S side of Cape Uyak. In NE weather it affords excellent shelter for small craft that can anchor close under the shore in 3 to 5 fathoms, sandy bottom. Larger vessels anchor farther out in 9 fathoms with some protection but subject to an uncomfortable swell.
Between Cape Uyak and Karluk are two long cliffs about 1,300 feet high, the S one having a marked slide extending from its highest point almost to the water. In the valley between the cliffs are two waterfalls. Beach seining is carried on here during the season, and a number of shacks used by fishermen are on the beach at the foot of the cliffs.
Cape Karluk is the most conspicuous landmark along the W coast of Kodiak Island. The cape is a prominent, projecting head, 1,420 feet high, with bare rock cliffs on its seaward face and grassy slopes on its E side to lowland. It is readily identified by its cone-shaped appearance, a notch in the summit, and the lowland behind it.
Sturgeon River has its mouth about 2 miles S from Cape Karluk. The entrance is between 2 shingle spits covered with driftwood. It can be entered by small boats at half tide or better. For about 1 mile back of the beach the river flows through a mudflat, covered at high water.
Sturgeon Head is a high whitish eroded headland 5 miles SW from Cape Karluk.
Cape Grant, about 10 miles SSW of Cape Karluk, is a rugged headland at the end of a high ridge, the summit of which is marked by a small cluster of peculiar pinnacle rocks.
A rock nearly awash at low water is 0.3 mile off the SW tip of Cape Grant. Shoal water extends some distance beyond this rock and vessels rounding the cape into Halibut Bay should give it a berth of 0.8 mile.
Halibut Bay is the large bight just SW from Cape Grant. The bight is bordered by eroded bluffs and a broad sand beach. A stream enters the sea at the S part of Halibut Bay. Vessels anchor in 7 fathoms, hard sand bottom, 0.8 mile off the beach. Small craft may find more protection closer in near the mouth of the lagoon.
Anchorage.–Anchorage is also available in the N corner of the bay, but care should be taken to avoid the reef which makes out from the SW tip of Cape Grant.
An abandoned cannery is at the S end of Halibut Bay at the entrance to the lagoon; the cannery wharf dries at low water.
Middle Cape, the westernmost promontory on Kodiak Island, consists of two headlands having precipitous, rocky cliffs facing the sea, and smooth grassy slopes facing inland. The N headland is the higher, a little over 1,000 feet. Its summit consists of three rocky clumps, the middle one of which is the highest. These rocky clumps are prominent and easily distinguished from the N.
Tombstone Rocks consist of two detached rocks about 100 yards apart 0.8 mile off Middle Cape. The S rock is 99 feet high while the N rock is only a few feet high. From some directions these rocks appear as the headstone and footstone of a grave. Deep water is close to the rocks.
Mushroom Reef, uncovered at 13 feet, is about 0.3 mile offshore and 1 mile SE from Middle Cape. This rock when exposed by the tide is round and has the appearance of a mushroom. Deep water is close up to it.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC Juneau	Commander 17th CG District Juneau, Alaska	(907) 463-2000

Table of Selected Chart Notes

Corrected through NM Oct. 2/04
Corrected through LNM Sep. 14/04

Mercator Projection
Scale 1:80,000 at Lat 57° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 2.707" southward and 8.310" westward to agree with this chart.

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 9. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 17th Coast Guard District in Juneau, Alaska, or at the Office of the District Engineer, Corps of Engineers in Anchorage, Alaska.

Refer to charted regulation section numbers.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

3132

LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-Y

RATES ON THIS CHART

9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

COLREGS, 80.1705 (see note A)
International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)
Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radio tower
Al alternating	IQ interrupted quick	N nun	Rot rotating
B black	Iso isophase	OBSC obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Blds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstn obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	

(21) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

TIDAL INFORMATION

Place		Height referred to datum of soundings (MLLW)			
Name	(LAT/LONG)	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
		feet	feet	feet	feet
Uyak, Uyak Bay, AK	(57°38'N/ 154°00'W)	13.8	12.9	1.6	-5.0
Larsen Bay, AK	(57°32'N/ 154°00'W)	13.7	12.8	1.6	-4.5

(Apr 2004)

Nautical Miles

1 0 1 2 3 4 5 6 7

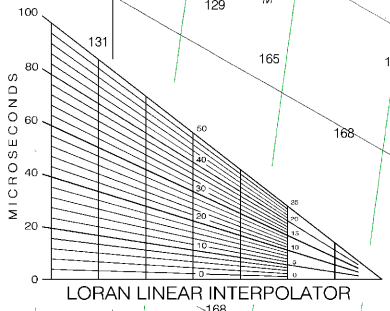
Yards

1000 0 2000 4000 6000 8000 10000

155° 55' 50' 45' JOINS CHART 16575

45'

57° 40'



LORAN LINEAR INTERPOLATOR

9990-Y-32475 32465 32460 32470 32480 32485 32490 32495 9990-Y-32500 32505 32510 32515 32520 9990-Y-32525 32530 32535 32540

44080 44070 44060 44050 44040 44030 44020 44010 9990-Z-44000 43990 43980 43970 43960 9990-Z-43950

Joins page 8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

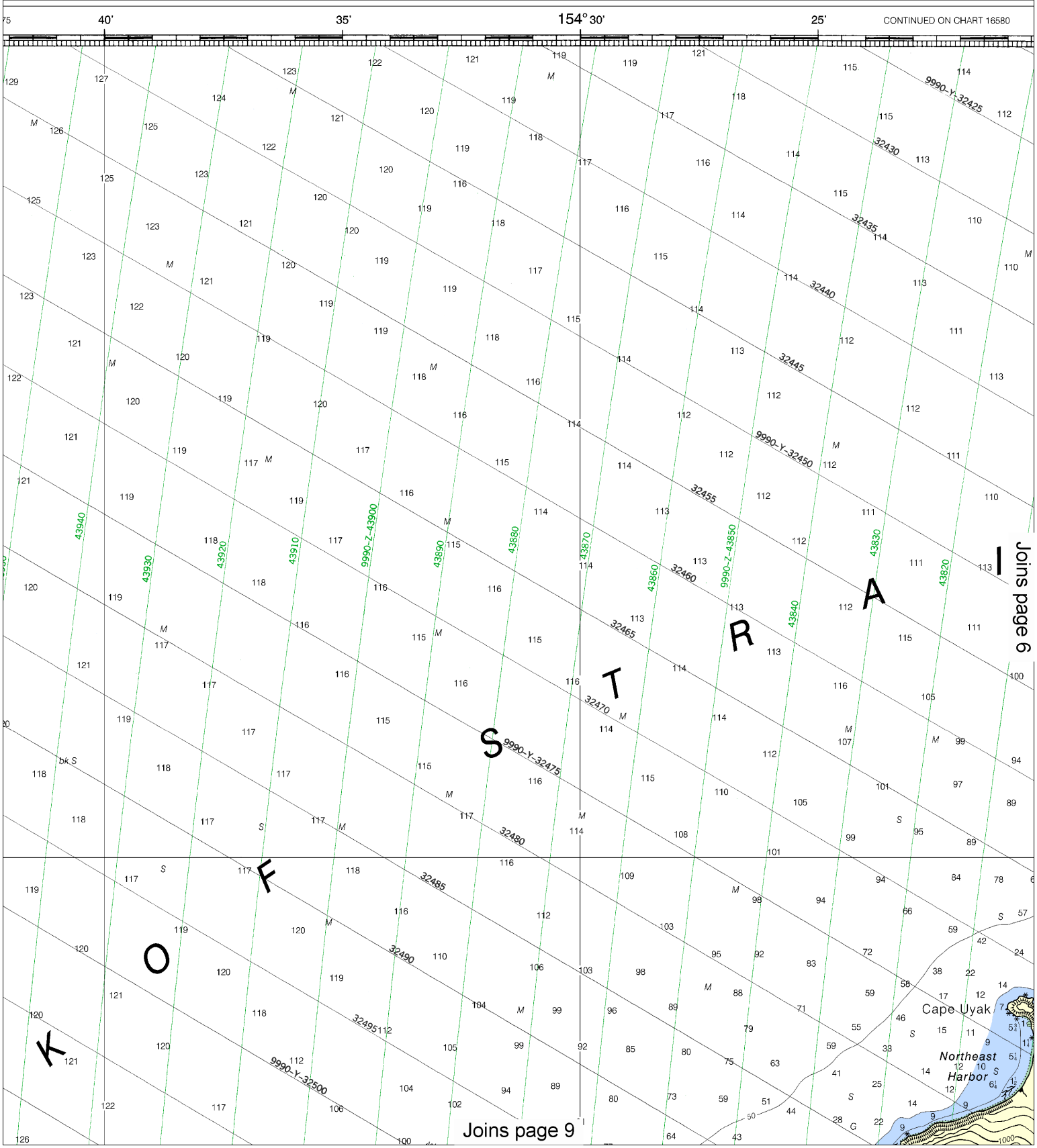
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

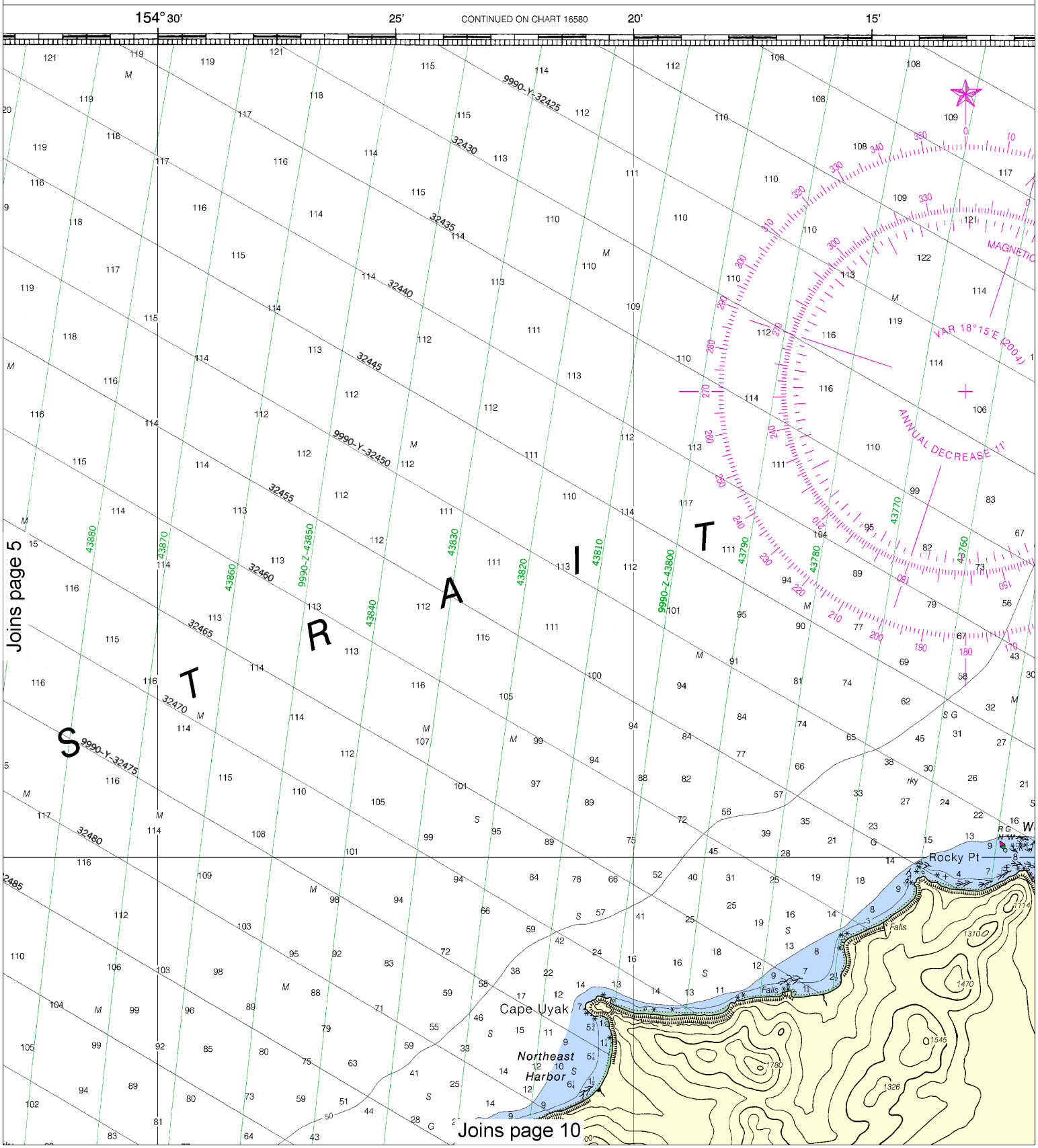
See Note on page 5.

Formerly C&GS 8541, 1st Ed., Dec. 1931 KAPP 2560



This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:106667. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Formerly C&GS 8541, 1st Ed., Dec. 1931 KAPP 2560



6

Note: Chart grid lines are aligned with true north.

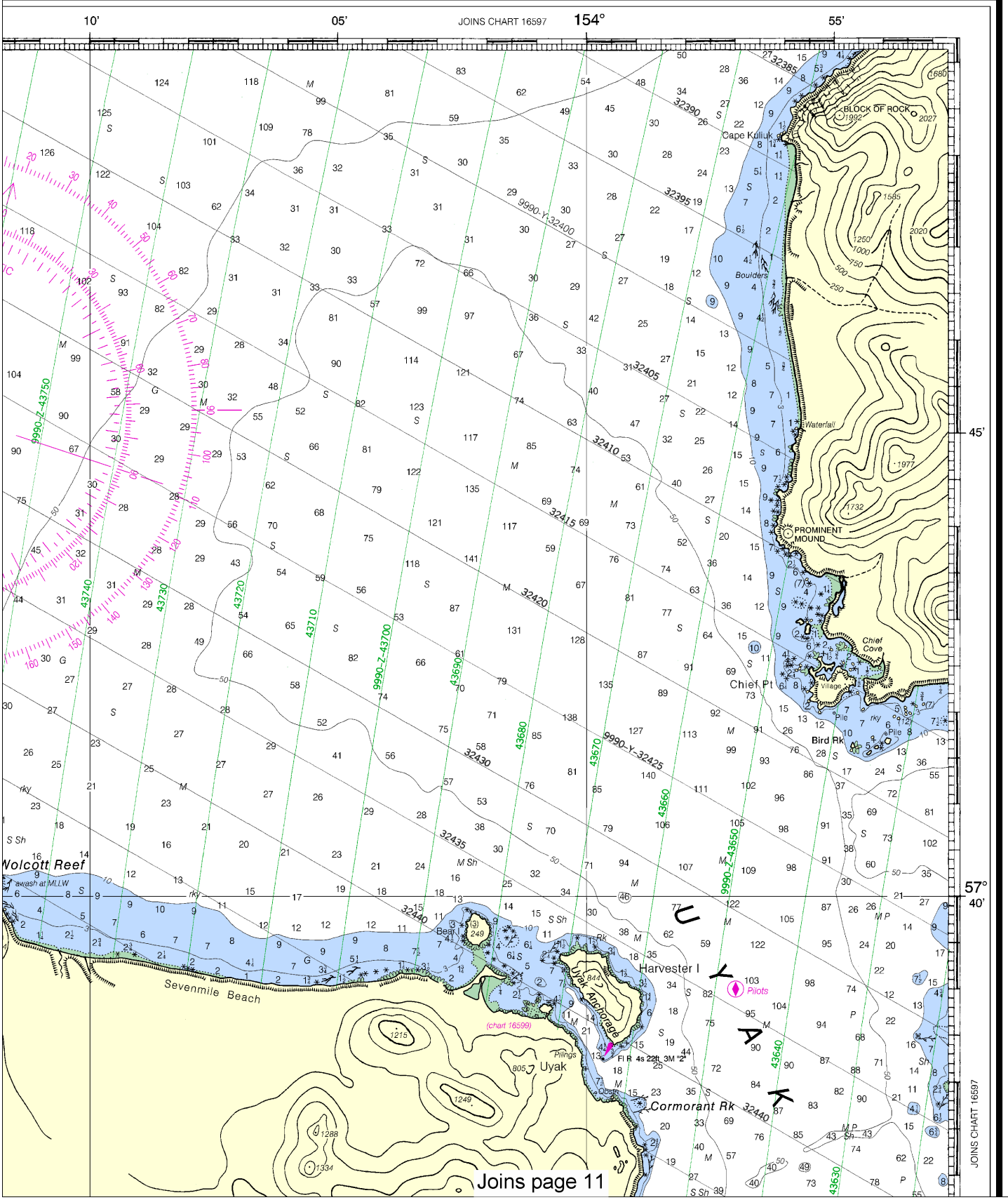
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

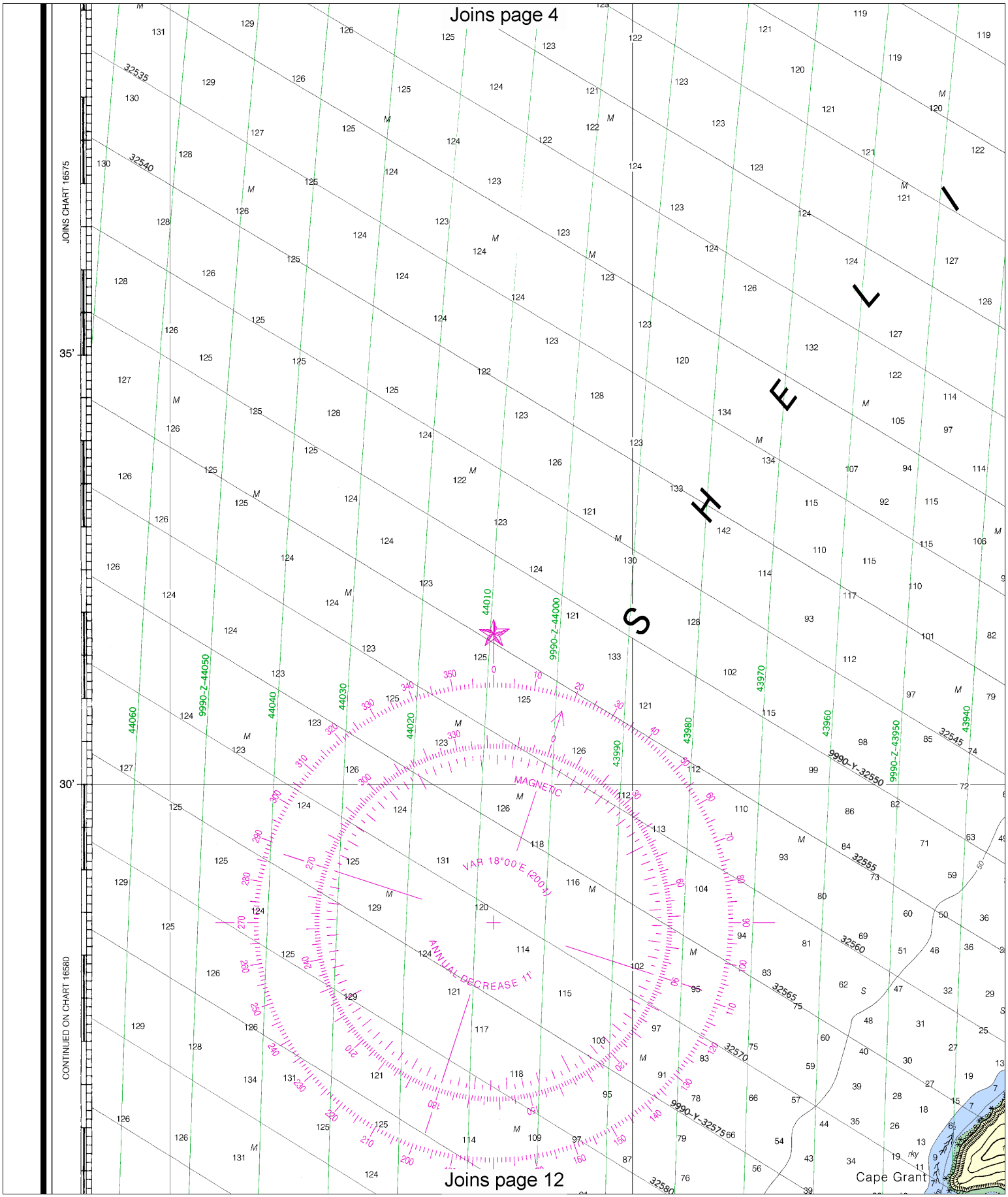
Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.

SOUNDINGS IN FATHOMS



This BookletChart has been updated through: Coast Guard Local Notice To Mariners: 4812 11/27/2012,
NGA Weekly Notice to Mariners: 4812 12/1/2012,
Canadian Coast Guard Notice to Mariners: 0912 9/28/2012.



8

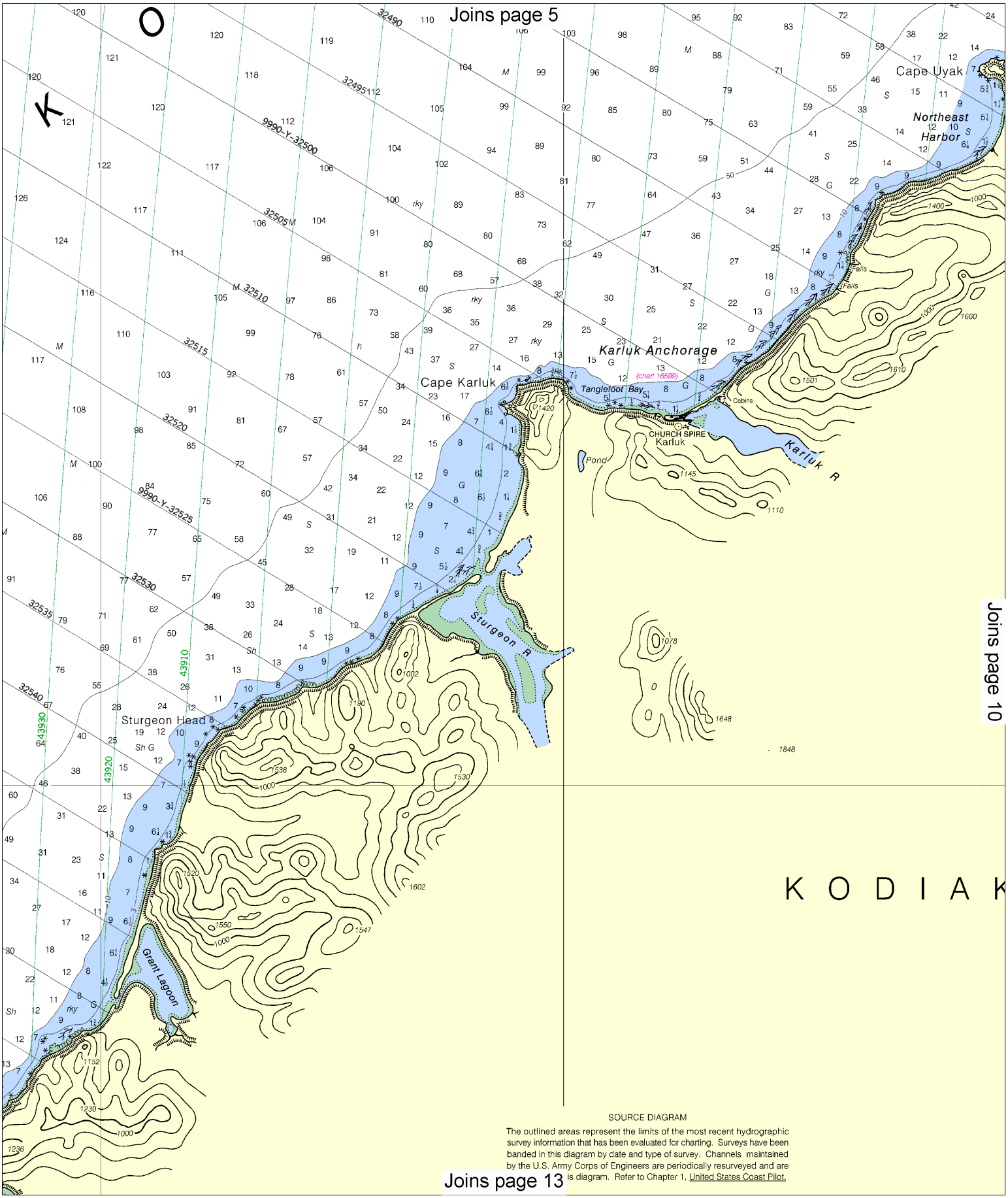
Note: Chart grid lines are aligned with true north.

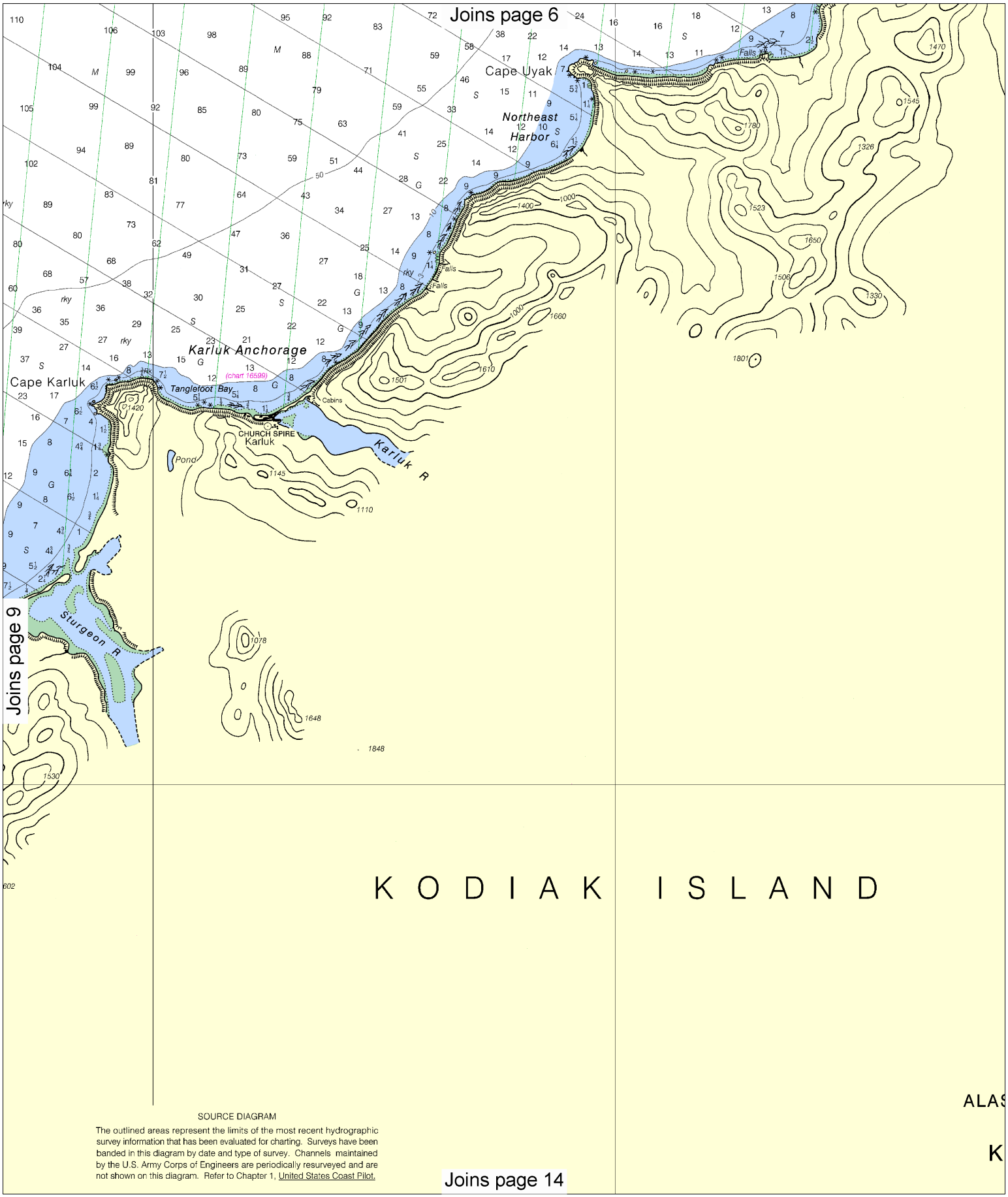
Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 5
Cape Uyak
Northeast Harbor
Karluk Anchorage
Cape Karluk
(chart 16599)
Tanglefoot Bay
Cabins
CHURCH SPIRE
Karluk
Karluk R
Pond
Falls
Sturgeon R
Sturgeon Head
Grant Lagoon
9990-Y-32500
9990-Y-32525
32490
32495
32505
32510
32515
32520
32530
32535
32540
43910
43920
43930
K O D I A K
Joins page 10
Joins page 13
SOURCE DIAGRAM
The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are
is diagram. Refer to Chapter 1, United States Coast Pilot.



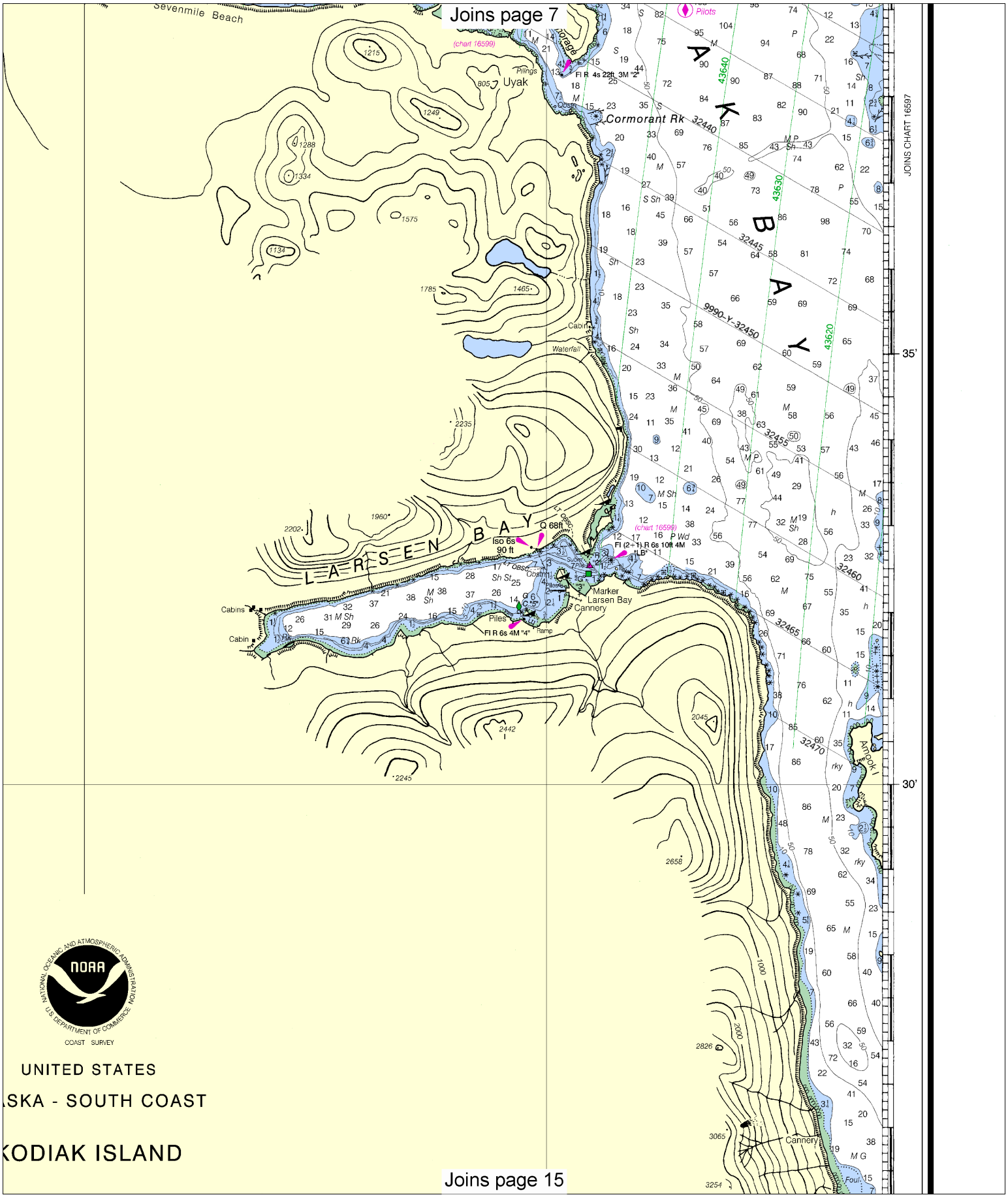
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

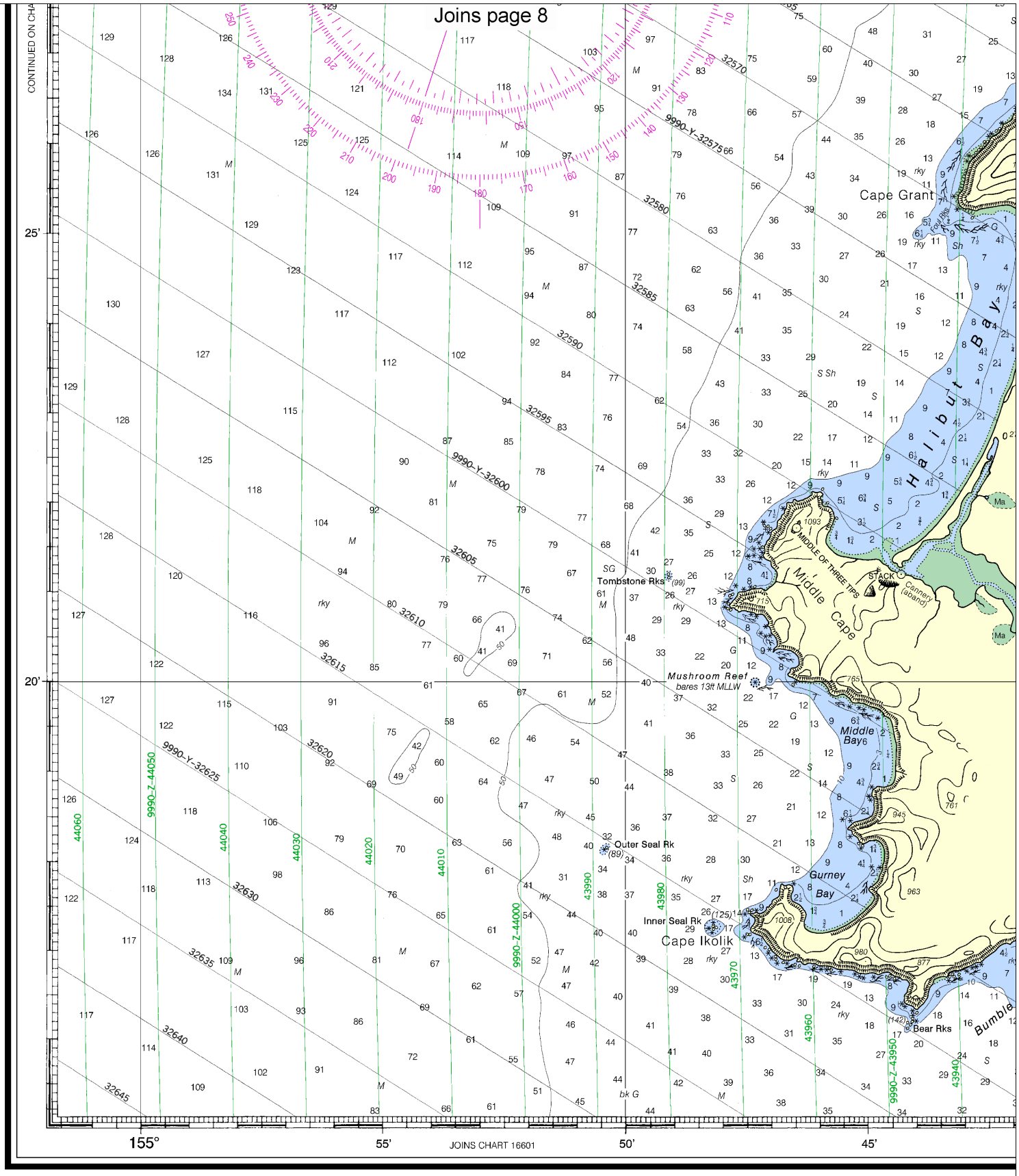


NOAA
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ASKA - SOUTH COAST

KODIAK ISLAND



10th Ed., Oct. / 04 ■ Corrected through NM Oct. 2/04
Corrected through LNM Sep. 14/04

16598

LORAN-C OVERPRINTED

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.

Joins page 9

SOURCE DIAGRAM

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SOURCE			
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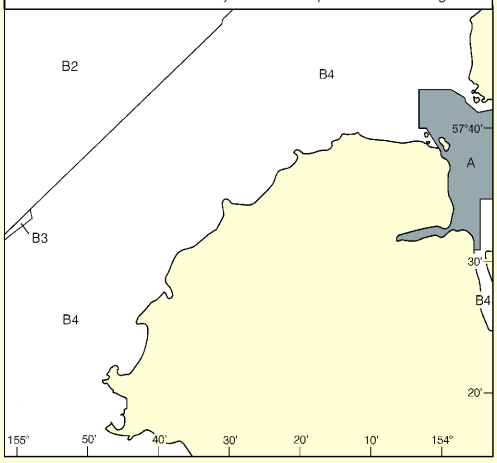
B2	1970-1989	NOS Surveys	partial bottom coverage
B3	1940-1969	NOS Surveys	partial bottom coverage
B4	1900-1939	NOS Surveys	partial bottom coverage



Joins page 14

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

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Refer to charted regulation section numbers.

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International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

40' 35' 154° 30' 25'

SOUNDINGS IN FATHOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

This nautical chart ha
Ocean Service encourage
improving this chart to th
Service, NOAA, Silver Sp

Joins page 10

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CAPE IKOLI

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Additional infor

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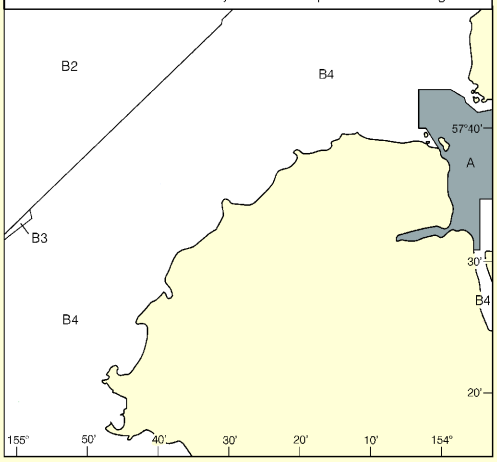

Place Name	
Uyak, Uyak Bay, AK	(57°
Larsen Bay, AK	(57°

(Apr 2004)

ABBREVIATIONS (For compl
Aids to Navigation (lights are whit

AERO aeronautical
Al alternating
B black
Bn beacon
C can
DIA diaphone
F fixed
Fl flashing

Bottom characteristics:
Blds boulders
bk broken
Cy clay
Co
G g
Grs

Miscellaneous:
AUTH authorized
ED existence doubtful
(21) Wreck, rock, obstructi
(2) Rocks that cover and

Joins page 13

WARNING

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AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

154° 30' 25' 20' 15'

HOMS

Published at Washington, D.C.
U.S. DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
NATIONAL OCEAN SERVICE
COAST SURVEY

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

FATHO
FEE
METE

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000

Joins page 11

U.S. DEPARTMENT OF COMMERCE
COAST SURVEY

UNITED STATES

ASKA - SOUTH COAST

KODIAK ISLAND

IK TO CAPE KULIUK

Mercator Projection
Scale 1:80,000 at Lat 57° 30'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

formation can be obtained at nauticalcharts.noaa.gov.

TIDAL INFORMATION

(LAT/LONG)	Height referred to datum of soundings (MLLW)			
	Mean Higher High Water	Mean High Water	Mean Low Water	Extreme Low Water
	feet	feet	feet	feet
57°38'N/ 154°00'W)	13.8	12.9	1.6	-5.0
57°32'N/ 154°00'W)	13.7	12.8	1.6	-4.5

plete list of Symbols and Abbreviations, see Chart No. 1.)
hite unless otherwise indicated):

G green	Mo morse code	R TR radio tower	
IQ interrupted quick	N nun	Rot rotating	
Iso isophase	OBSC obscured	s seconds	
LT HO lighthouse	Oc occulting	SEC sector	
M nautical mile	Or orange	St M statute miles	
m minutes	Q quick	VQ very quick	
MICRO TR microwave tower	R red	W white	
Mkr marker	Ra Ref radar reflector	WHIS whistle	
	R Bn radiobeacon	Y yellow	

coral	gy gray	Oys oysters	so soft
gravel	h hard	Rk rock	Sh shells
s grass	M mud	S sand	sy sticky

Obstn obstruction PD position doubtful Subm submerged
PA position approximate Rep reported
ction, or shoal swept clear to the depth indicated.
d uncover, with heights in feet above datum of soundings.

AUTHORITIES

Hydrography and topography by the National
ean Service, Coast Survey, with additional
ta from the U.S. Coast Guard.

CAUTION

Temporary changes or defects in aids to
vigation are not indicated on this chart. See
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SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important
pplemental information.

RADAR REFLECTORS

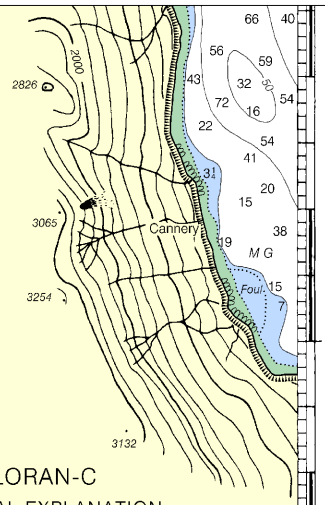
Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, http://NauticalCharts.gov, help@NauticalCharts.gov, or OceanGrafix at 1-877-56CHART, http://OceanGrafix.com, or help@OceanGrafix.com.

HEIGHTS

Elevations of rocks, bridges, landmarks and lights are in feet and refer to Mean High Water. Contour and summit elevation values are in feet and refer to Mean Sea Level.



LORAN-C

GENERAL EXPLANATION

LORAN-C FREQUENCY.....100kHz
PULSE REPETITION INTERVAL
9990.....99,900 Microseconds
STATION TYPE DESIGNATORS: (Not individual station letter designators).
M..... Master
W..... Secondary
X..... Secondary
Y..... Secondary
Z..... Secondary

EXAMPLE: 9990-Y

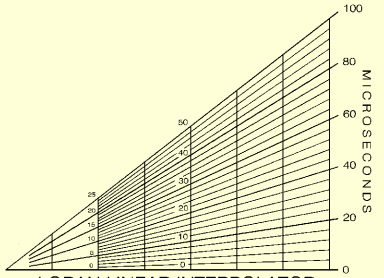
RATES ON THIS CHART
9990-Y 9990-Z

Loran-C correction tables published by the National Geospatial-Intelligence Agency or others should not be used with this chart. The lines of position shown have been adjusted based on survey data. Every effort has been made to meet the ¼ nautical mile accuracy criteria established by the U.S. Coast Guard. Mariners are cautioned not to rely solely on the lattices in inshore waters.

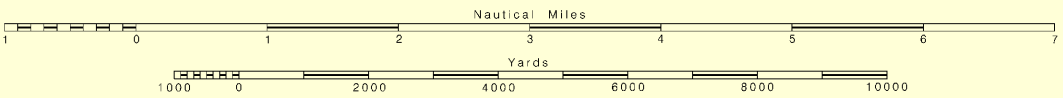
NOAA WEATHER RADIO BROADCASTS

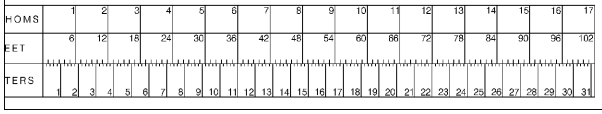
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Raspberry I, AK	KZZ-90	162.425 MHz
Pillar Mt, AK	WNG-531	162.525 MHz



LORAN LINEAR INTERPOLATOR





Cape Ikolik to Cape Kuliuk
SOUNDINGS IN FATHOMS - SCALE 1:80,000

16598
LORAN-C OVERPRINTED

ED NO. 10
NSN 7642014011288
NGA REFERENCE NO. 16BCO16598

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

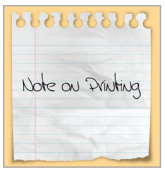
All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

Quick References

Nautical chart related products and information	—	**http://www.nauticalcharts.noaa.gov**
Online chart viewer	—	**http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html**
Report a chart discrepancy	—	**http://ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx**
Chart and chart related inquiries and comments	—	**http://ocsdata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs**
Chart updates (LNM and NM corrections)	—	**http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html**
Coast Pilot online	—	**http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm**
Tides and Currents	—	**http://tidesandcurrents.noaa.gov**
Marine Forecasts	—	**http://www.nws.noaa.gov/om/marine/home.htm**
National Data Buoy Center	—	**http://www.ndbc.noaa.gov/**
NowCoast web portal for coastal conditions	—	**http://www.nowcoast.noaa.gov/**
National Weather Service	—	**http://www.weather.gov/**
National Hurrican Center	—	**http://www.nhc.noaa.gov/**
Pacific Tsunami Warning Center	—	**http://ptwc.weather.gov/**
Contact Us	—	**http://www.nauticalcharts.noaa.gov/staff/contact.htm**

twitter —— For the latest news from Coast Survey, follow **@nauticalcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey The Nation's Chartmaker